

CITY OF VANCOUVERREGULAR COUNCIL MEETING

The Regular Meeting of the Council of the City of Vancouver scheduled for 9:30 a.m., Tuesday, August 9, 1977, was not held due to no members of Council being present at the conclusion of one-half hour, in view of the Special Council meeting called for this day at 2:00 p.m.

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CITY OF VANCOUVERSPECIAL COUNCIL MEETING

A Special Meeting of the Council of the City of Vancouver was held on Tuesday, August 9, 1977, in the Council Chamber, commencing at 2:00 p.m.

PRESENT: Mayor Volrich
Aldermen Bellamy, Brown, Gerard, Gibson,
Harcourt, Kennedy, Marzari & Rankin

ABSENT: Aldermen Ford and Puil

CLERK TO THE COUNCIL: D.H. Little

PRAYER

The proceedings in the Council Chamber were opened with prayer offered by the Civic Chaplain, the Reverend R.A. Redman of the United Church of Canada.

ACKNOWLEDGMENT

The Mayor acknowledged the presence in the Council Chamber of students from the Summer Enrichment Program at Strathcona Community Centre, under the direction of their leader, Mr. David Darby.

'IN CAMERA' MEETING

The Council was advised that there were matters to be considered 'In Camera' later this day.

ADOPTION OF MINUTES

MOVED by Ald. Bellamy

SECONDED by Ald. Gerard

THAT the Minutes of the following meetings be adopted:

Regular Council - July 26, 1977 (except the 'In Camera' portion)

Special Council (Public Hearing) - July 26, 1977,

Special Council (Court of Revision) - July 26, 1977.

Special Council (Public Information Meeting re the
Proposed Development at 2nd & Wallace) -
July 28, 1977.

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Harcourt

SECONDED by Ald. Bellamy

THAT this Council resolve itself into Committee of the Whole,
Mayor Volrich in the Chair.

- CARRIED UNANIMOUSLY

DELEGATIONS1. Par Value Co-operatives -
Phase II, False Creek.

Council, on July 26, 1977, resolved to hear representations from the Creek Community Co-operative Housing Society at today's meeting and instructed the False Creek Development Consultant and the Director of Planning to be present when the delegation was heard

Mr. Harry Burke, Director of the Creek Community Co-operative Housing Society addressed Council and spoke to his letter which was previously circulated to Members of Council.

MOVED by Ald. Kennedy

THAT the representation from Mr. H. Burke of the Creek Community Co-operative Housing Society be received for information.

- CARRIED UNANIMOUSLY

2. Traffic Hazards on Cedar
Crescent and Vicinity

At its meeting on July 26, 1977, Council deferred consideration of the above clause in the Transportation Committee's report dated June 16, 1977, together with an explanatory memorandum from the City Manager and a memorandum from the City Engineer on the disposition of the properties acquired for the Burrard-Arbutus Connector, to hear representation from local residents.

Mr. T.F. Rutherford, on behalf of residents of Cedar Crescent spoke in support of the recommendations of the City Manager, and the Standing Committee on Transportation, contained in the report dated June 16, 1977, which are:

"A. THAT north/south stop signs be installed at Burrard Street and 17th Avenue including necessary curb changes, at an estimated cost of \$7,000 available in the 1977 Streets Capital Budget.

B. THAT right-turn channelization and signal timing changes be carried out at Burrard Street and 16th Avenue and the cost, estimated at \$2,000, be charged to Burrard Street Widening Account."

Mr. D.C. Brodie, representing concerned citizens on Cypress Street between 16th and 19th Avenues, also addressed Council and expressed concern that recommendation 'B' quoted above would increase traffic on Cypress Street. There is a day school and rest home for the elderly on this part of Cypress, and the increased traffic would present a hazard to children and the elderly. Mr. Brodie stated he agrees with recommendation 'A' of the Committee but is not in favour of recommendation 'B'.

The City Engineer advised that improvements currently under way in this area, including the widening of Burrard Street, should result in a significant improvement in the traffic situation in the Shaughnessy Area.

MOVED by Ald. Kennedy

THAT recommendation 'A' of the Committee, contained in its report dated June 16, 1977, be approved.

- CARRIED UNANIMOUSLY

MOVED by Ald. Kennedy

THAT recommendation 'B' of the Committee, contained in its report dated June 16, 1977, be approved.

- CARRIED

(Mayor Volrich opposed)

COMMUNICATION OR PETITIONS1. Request for Rental
Adjustment - The Orpheum

Mr. A. Higginbottom of the Hastings-Sunrise Resources Advisory Board, advised that it was originally understood the rental for The Orpheum for the Save the Resource Board Committee Rally, on Sunday, July 24, 1977, would be \$575. In fact, the rental for The Orpheum for a Sunday afternoon is \$1200. Mr. Higginbottom requested that Council consider charging a lower rate than the normal Sunday afternoon rental.

MOVED by Ald. Gibson

THAT Council approve a grant to the Hastings-Sunrise Resources Advisory Board equal to the difference between the Sunday afternoon rental rate and the Monday to Saturday afternoon rental rate for The Orpheum.

- LOST - NOT HAVING THE
REQUIRED MAJORITY

(Aldermen Gerard and Kennedy opposed)

2. Luncheon in Honour of
Lord Mayor of London

In a memo dated July 26, 1977, the Mayor advised that the Right Honourable Sir Robin Gillet, Lord Mayor of London, and Lady Gillet, will pay a four-day visit to Vancouver and Victoria commencing on Tuesday, August 23, 1977. The Mayor recommended that, in honour of Sir Robin's visit, Council host a luncheon on Wednesday, August 24, 1977.

MOVED by Ald. Kennedy

THAT the recommendation of the Mayor, contained in his memo dated July 25, 1977, be approved.

- CARRIED UNANIMOUSLY

3. Recognition Policy -
Retiring Employees.

The Mayor submitted for consideration a memo dated July 20, 1977 containing the following policy proposal with respect to retiring employees:

STAFFS OTHER THAN FIRE DEPARTMENT

- | | |
|------------------|---|
| - 20 to 25 years | quarterly a letter be sent by the Mayor on behalf of the Council inviting their attendance in his office where they will be properly recognized. |
| - 25 to 30 years | quarterly a letter be sent by the Mayor on behalf of the Council inviting their attendance during the regular Council break period to meet with the Council Members and be properly recognized. |
| - 30 and over | quarterly a letter be sent by the Mayor on behalf of the Council inviting their attendance during the regular Council meeting to meet with the Council Members and be appropriately recognized. |

Cont'd.....

Special Council, August 9, 1977. 4.

COMMUNICATION OR PETITIONS (Cont'd)

Recognition Policy -
Retiring Employees. (Cont'd)

- Other cases where other arrangements are indicated for retiring staff members, the special arrangements be left in the hands of the Mayor and the City Clerk.

FIRE DEPARTMENT

An annual retirement dinner is sponsored by the Firefighters' Union to which a member of Council is invited. It is suggested that the Mayor or his representative present a letter of appreciation on behalf of the Council at this event.

MOVED by Ald. Bellamy

THAT the above policy proposal with respect to retiring employees be approved;

FURTHER THAT the whole matter be left in the hands of the Mayor and the City Clerk with power to act.

- CARRIED UNANIMOUSLY

4. Use of Certain Property
for P.N.E. Employee
Parking.

The Pacific National Exhibition, in a letter dated July 29, 1977, requested permission to use the vacant property located on the South side of Franklin Street between Renfrew and Kaslo Streets for a temporary parking lot for employees of the Exhibition for the period of the Annual Fair 1977, being August 20th to September 5th. It is not intended by the P.N.E. to sell parking in this area to its patrons.

MOVED by Ald. Kennedy

THAT the request of the P.N.E. to use the vacant property located on the South side of Franklin Street between Renfrew and Kaslo Streets for a temporary parking lot for its employees during the period of the Fair - being August 20 to September 5, 1977, be approved.

- CARRIED UNANIMOUSLY

5. Eighteenth National Congress of
the Ukrainian Canadian Students' Union.

In a letter dated August 4, 1977, the Alpha Omega Ukrainian Students' Club at U.B.C., advised it is hosting the Eighteen National Congress of the Ukrainian Canadian Students' Union from August 24 - August 29, 1977. The Club requested a grant of \$500 to assist towards a projected deficit.

MOVED by Ald. Harcourt

THAT no action be taken on the request for a \$500 grant, received from the Alpha Omega Ukrainian Students' Club at U.B.C.

- CARRIED UNANIMOUSLY

COMMUNICATIONS OR PETITIONS (Cont'd)6. Cancellation of Robson Street
Festival - August 13 - 27, 1977

Council, on July 26, 1977 approved the request of a number of merchants on Robson Street to close the 1000 block to all traffic except emergency vehicles and buses on August 6th, 13th and 27th 1977, subject to a number of conditions. Council also approved a grant to the Robson Street Merchants equal to the City's costs for this closure.

In a letter dated August 7, 1977, Mr. Haru Okuyama advised that, because of confusion which has arisen in connection with the closure, and to alleviate the situation, the entire project has been cancelled. Mr. Okuyama, on behalf of all connected with the proposed closure, expressed thanks to Council for its consideration.

MOVED by Ald. Brown

THAT the communication from Mr. Okuyama be received.

- CARRIED UNANIMOUSLY

COMMUNICATION AND STANDING COMMITTEE

II. Report of Standing Committee
on Transportation.
(July 28, 1977)

Joyce Transit Loop
(Clause 2)

Mrs. Doris Hartley, representing Killarney Champlain Citizens for Action Association, in a letter dated August 5, 1977, requested an opportunity to address Council on this clause of the Standing Committee's report. The Mayor then called upon representatives of the organization to speak to the matter, following which Mr. Rich and Mrs. McKenzie, representing senior citizens in the area, addressed Council in favour of returning the No. 27 Rupert bus back into the Joyce Loop and displacing the No. 28 Smith service from the Loop; also the erection of a bus stop on the south side of Joyce Street at School Avenue.

Representatives of B.C. Hydro apprised Council of Hydro's long-term solutions to the situation at Joyce Loop. It is hoped that the present situation can be improved within 18 - 24 months. The City Engineer advised Council that neither his Department nor B.C. Hydro would favour returning the 27 Rupert Bus back into Joyce Loop, but rather would prefer either that no changes be made to the existing transit arrangements in Joyce Loop at the present time, or that Council approve the recommendation of the Standing Committee on Transportation.

MOVED by Ald. Kennedy

THAT the recommendation of the Committee contained in its report dated July 28, 1977, be approved.

- CARRIED UNANIMOUSLY

COMMUNICATIONS OR PETITIONS (Cont'd)

8. World Congress for Mental Health
Multi-Cultural Evening. Grant Request.

The President of the World Federation for Mental Health, in a letter dated August 4, 1977, advised that the World Congress for Mental Health will be held in Vancouver in the near future. He requested that Council approve a grant of \$2,000 towards rental and other expenses for the planned Multi-Cultural Evening on Tuesday August 23, 1977, at U.B.C.

Cont'd.....

Special Council, August 9, 1977. 6.

COMMUNICATIONS OR PETITIONS (Cont'd)

World Congress for Mental Health
Multi-Cultural Evening (Cont'd)

MOVED by Ald. Gibson

THAT Council approve a grant of \$1,000 to the World Federation for Mental Health towards rental and other expenses for the planned Multi-Cultural Evening on Tuesday, August 23, 1977, in connection with the World Congress for Mental Health.

(Alderman Brown opposed)

- CARRIED HAVING RECEIVED
THE REQUIRED MAJORITY

9. Seawall - Caesar's Bridge
False Creek.

Council noted a night letter from Richard A. Watson, for the tenants of the False Creek Residence for the Physically Handicapped, requesting that destruction of the Seawall at Caesar's Bridge in False Creek not be commenced; alternatively Mr. Watson requested that destruction of the Seawall cease until a delegation from the tenants is heard by Council.

MOVED by Ald. Rankin

THAT the delegation request from Mr. Richard A. Watson, on behalf of the tenants of the False Creek Residence for the Physically Handicapped, be granted.

- CARRIED UNANIMOUSLY

10. 2nd and Wallace -
Proposed Housing Project

Council noted an oral request from Dr. I. Halpern, to address Council on the matter of the Proposed Housing Project at 2nd and Wallace. It was agreed to consider this request when Alderman Kennedy's motion was before Council later in the day.

CITY MANAGER'S AND OTHER REPORTS

A. MANAGER'S REPORT
AUGUST 5, 1977

Works & Utility Matters
(August 5, 1977)

The Council considered this report which contains two clauses identified as follows:

- Cl. 1: Closure of Lane south of 6th Avenue between
Fir and Pine Streets
- Cl. 2: Closure of portion of Lane south of 69th Avenue
west of Ash Street

Clauses 1 and 2.

MOVED by Ald. Gerard

THAT the recommendations of the City Manager, as contained in clauses 1 and 2 of this report, be approved.

- CARRIED UNANIMOUSLY

Special Council, August 9, 1977. 7.

CITY MANAGER'S AND OTHER REPORTS (Cont'd)

Building & Planning Matters
(August 5, 1977)

The Council considered this report which contains five clauses identified as follows:

- Cl. 1: Grandview-Woodland N.I.P. Appropriation of Funds: The Children's Place Child Care Centre
- Cl. 2: Kitsilano N.I.P. Bayview School Grounds Improvement
- Cl. 3: Building Lines - Broadway, north and south sides from Cambie to Prince Edward; Point Grey, both sides from Wallace to Alma; Douglas Crescent, both sides from Wolfe to Oak and Wolfe, both sides from Douglas Crescent to 16th Avenue
- Cl. 4: United Grain Growers Proposal - North Foot of Rogers Street
- Cl. 5: Lane Dedication in Fairview Slopes

Clauses 1 - 5 inclusive

MOVED by Ald. Kennedy

THAT the recommendations of the City Manager, as contained in clauses 1, 2, 3 and 5 be approved, and clause 4 be received for information.

- CARRIED UNANIMOUSLY

Fire & Traffic Matters
(August 5, 1977)

The Council considered this report which contains two clauses identified as follows:

- Cl. 1: Parking Exemption Permits
- Cl. 2: Sidewalk Cafe Operations - 12 Caesars Restaurant

Parking Exemption Permits
(Clause 1)

MOVED by Ald. Brown

THAT the recommendation of the City Manager, as contained in clause 1 of this report, be approved.

- CARRIED UNANIMOUSLY

Sidewalk Cafe Operations -
12 Caesar's Restaurant.
(Clause 2)

MOVED by Ald. Bellamy

THAT the Sidewalk Cafe Operations for the 12 Caesars Restaurant at 595 Hornby Street, be approved on a year-to-year license agreement, subject to the approval of the City Engineer and the Director of Legal Services, with the Supervisor of Properties determining the rental each year.

- CARRIED UNANIMOUSLY

Special Council, August 9, 1977. 8

CITY MANAGER'S AND OTHER REPORTS (Cont'd)

Finance Matters
(August 5, 1977)

The Council considered this report which contains six clauses identified as follows:

- Cl. 1: Civic Theatres - Monthly Schedule of Events
- Cl. 2: Blazers - Information Centre Staff
- Cl. 3: National Organization for the Reform of Marijuana Laws of Canada
- Cl. 4: Park Board Radio Communications System Expansion
- Cl. 5: Antoinette Lodge - 535 East Cordova Street - Additional Staff Requirements
- Cl. 6: Funding for Specialist Services Wurlitzer Organ 'The Orpheum'

Civic Theatres - Monthly
Schedule of Events
(Clause 1)

MOVED by Ald. Gibson

THAT the recommendation of the City Manager, contained in clause 1 of this report, be approved.

- CARRIED UNANIMOUSLY

Blazers - Information Centre Staff
(Clause 2)

MOVED by Ald. Bellamy

THAT Council approve the purchase of two blazers for the City Hall Information Centre staff at an approximate cost of \$161., funds to be made available from the City Clerk's Departmental Budget.

- CARRIED UNANIMOUSLY

National Organization for the Reform
of Marijuana Laws of Canada
(Clause 3)

During discussion of this item representatives of NORML Canada addressed Council and answered questions on this matter.

MOVED by Ald. Harcourt

THAT Council approve a grant of \$225 to NORML Canada towards the rental of the Commodore Ballroom on Sunday afternoon, August 14, 1977, subject to the organization obtaining matching funding.

- LOST

(Ald. Bellamy, Brown, Gerard, Gibson, Kennedy, Marzari and the Mayor opposed)

MOVED by Ald. Gerard

THAT no action be taken on this clause.

- CARRIED

(Ald. Harcourt opposed)

Clauses 4 & 6.

MOVED by Ald. Marzari

THAT the recommendations of the City Manager, as contained in clauses 4 and 6, be approved.

- CARRIED

(Ald. Kennedy opposed)

CITY MANAGER'S AND OTHER REPORTS (Cont'd)Finance Matters
(August 5, 1977) (Cont'd)

Antionette Lodge - 535 East Cordova
Street - Additional Staff Requirements.
(Clause 5)

MOVED by Ald. Marzari

THAT the recommendation of the City Manager, as contained in Clause 5 of this report, be approved.

- CARRIED UNANIMOUSLY

Property Matters
(August 5, 1977)

The Council considered this report which contains four clauses identified as follows:

- Cl. 1: Establishing strip of City-owned lots for lane purposes (400 Block Prior)
- Cl. 2: Strathcona Infill Housing - Extension of Option to Repurchase on Lot B
- Cl. 3: Sale of Property - E/S 1400 Block Clark Drive and N/W Corner 19th Avenue & Knight Street
- Cl. 4: Lease of City-owned Property to Vancouver East Cultural Centre - 1885-1895 Venables

Clauses 1 - 4 inclusive

MOVED by Ald. Harcourt

THAT the recommendations of the City Manager, as contained in clauses 1, 2, 3 and 4, of this report, be approved.

- CARRIED UNANIMOUSLY

Special Council, August 9, 1977 10

CITY MANAGER'S AND OTHER REPORTS (cont'd)

B. Offer to Lease Enclave 3
Champlain Heights

MOVED by Ald. Harcourt,

THAT Council accept the offer from United Properties Limited to lease Enclave 3, Champlain Heights on a ninety-nine (99) year prepaid lease for the sum of \$516,000;

FURTHER THAT Council instruct the Project Manager, Champlain Heights, to continue to seek offers from time to time for other market enclaves at reasonable market prices of the day.

- CARRIED

(Alderman Kennedy opposed)

C. Acquisition of Lot F, Block 279,
D.L. 526 (2005 Cambie Street)

MOVED by Ald. Bellamy,

THAT the recommendation of the City Manager contained in his report dated July 27, 1977, be approved.

- CARRIED UNANIMOUSLY

D. Federal Employment Program -
Canada Works, 1977-78

MOVED by Ald. Harcourt,
THAT

- (a) The City participate financially to a maximum City cost of \$100,000, in Canada Works Phase II 1977-78;
- (b) The Standing Committee on Finance and Administration be authorized to select the proposals to be submitted to Canada Manpower and to establish priorities among the projects;
- (c) The City Engineer or his representative be authorized to sign the application forms and the agreement on behalf of the City and to make minor adjustments where required.

- CARRIED

(Aldermen Bellamy, Brown, Gerard & the Mayor opposed)

I. Report of Standing Committee
on Community Services,
July 28, 1977

The Council considered this report which contains five clauses identified as follows:

- Cl. 1: Sale of Surplus City Furniture and Equipment - Mental Patients Association
- Cl. 2: Ray-Cam Co-operative Centre Budget - CAP Cost Sharing
- Cl. 3: Liquor Permit Applications Procedure
- Cl. 4: Consumption of Rubbing Alcohol
- Cl. 5: The 44 - Operation and Management

Clauses 1, 2, 3, 4 and 5

MOVED by Ald. Rankin,

THAT Clause 1 be received for information and the recommendations of the Committee contained in Clauses 2, 3, 4 and 5 be approved.

- CARRIED UNANIMOUSLY

Special Council, August 9, 1977 11

STANDING COMMITTEE REPORTS (cont'd)

II. Report of Standing Committee
on Transportation,
July 28, 1977

The Council considered this report which contains two clauses identified as follows:

- Cl. 1: Transit Service for P.N.E.
- Cl. 2: Joyce Transit Loop

Transit Service for P.N.E.
(Clause 1)

MOVED by Ald. Kennedy,
THAT the recommendation of the Committee contained in
this Clause be approved.

- CARRIED UNANIMOUSLY

Joyce Transit Loop
(Clause 2)

For Council action on this Clause, see page 5.

III. Report of Special Joint Meeting
of Vancouver & Richmond Councils,
July 28, 1977

Arthur Laing Bridge
(Clause 1)

MOVED by Ald. Harcourt,
THAT this Clause be received for information.

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Harcourt,
THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Harcourt,
SECONDED by Ald. Bellamy,
THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

BY-LAWS

1. BY-LAW TO AMEND BY-LAW NO. 4702,
BEING THE BUILDING BY-LAW

MOVED by Ald. Gibson,
SECONDED by Ald. Rankin,
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer
declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Gibson,
SECONDED by Ald. Rankin,
THAT the By-law be given second and third readings and the
Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

Special Council, August 9, 1977 12

MOTIONS

A. Establishment of Land for Lane
Purposes (400 Block Prior Street)

MOVED by Ald. Rankin,
SECONDED by Ald. Kennedy,

THAT WHEREAS the City of Vancouver is the registered owner of Lots 30 and 31, except the north 6 feet, Block 103, D.L. 196, Plan 196;

AND WHEREAS it is deemed expedient and in the public interest to establish a portion of the above-described lands as lane;

THEREFORE BE IT RESOLVED THAT the south 4 feet of the north 10 feet of Lots 30 and 31, Block 103, D.L. 196, Plan 196, the same as shown outlined red on plan proposed by Noel E. Peters, B.C.L.S., dated June 6, 1977, and marginally numbered LF 8290, a print of which is hereunto annexed, be and the same is hereby established for lane purposes and declared to form and constitute portion for lane.

- CARRIED UNANIMOUSLY

B. Closing, Stopping Up, Conveying
to Owner & Consolidation (N/S
Broadway, West of Brunswick Street)

MOVED by Ald. Rankin,
SECONDED by Ald. Kennedy,
THAT WHEREAS

- (1) The City of Vancouver is the owner of all the streets and lanes lying within the limits of the City of Vancouver;
- (2) The South 10 feet of Lot 9, Block 54, District Lot 200A, Plan 197 was established for road purposes when it was planned to widen this portion of Broadway;
- (3) All the widening for Broadway has been acquired from the south side of Broadway;
- (4) The south 10 feet of said Lot 9 is no longer required for highway;

THEREFORE BE IT RESOLVED THAT the South 10 feet of Lot 9 (now highway), Block 54, District Lot 200A, Plan 197 be closed, stopped up and conveyed to the owner of the remainder of said Lot 9; and

FURTHER BE IT RESOLVED THAT the two portions of said Lot 9 be consolidated to form one parcel.

- CARRIED UNANIMOUSLY

1. Shopping Carts

MOVED by Ald. Kennedy,
SECONDED by Ald. Gerard,

THAT WHEREAS the use of shopping carts in many cases is abused by customers removing the carts from the vicinity of the business premises;

AND WHEREAS abandoned carts constitute a waste and an eyesore and replacement costs are passed on to the consumer;

cont'd....

Special Council, August 9, 1977 13

MOTIONS (cont'd)

Shopping Carts (cont'd)

THEREFORE BE IT RESOLVED THAT a By-law be submitted, similar to a By-law in effect in the City of Edmonton, in an effort to deter persons removing carts from the vicinity of business premises.

(Approved in Principle
Only)

MOVED by Ald. Rankin,
SECONDED by Ald. Harcourt,

THAT the foregoing motion be approved in principle and referred to the Director of Legal Services to prepare the appropriate By-law with report to Council as necessary.

- CARRIED UNANIMOUSLY

2. Proposed Development at
2nd Avenue and Wallace

Aldermen Kennedy and Bellamy proposed a motion with respect to the proposed developments at 2nd Avenue and Wallace, but agreed to a change of wording as follows as proposed by the Mayor:

MOVED by Ald. Kennedy,
SECONDED by Ald. Bellamy,
THAT

- (a) Council advise the Director of Planning it has no objection to his issuing the development permits for the Penta and Dunbar projects at 2nd Avenue and Wallace;
- (b) The Director of Planning report further on the Greater Vancouver Housing Corporation project at 2nd Avenue and Wallace taking into account the various concerns expressed at the Public Information meeting on July 28, 1977, including design of the project, land use and potential traffic problems.

The Mayor directed that (a) and (b) above be voted upon separately. The record is as follows:

- (a) - CARRIED with Alderman Bellamy opposed
- (b) - CARRIED UNANIMOUSLY

3. Alderman Kennedy -
Leave of Absence

MOVED by Ald. Gerard,
SECONDED by Ald. Rankin,

THAT Alderman Kennedy be granted leave of absence from August 21, 1977, to September 12, 1977.

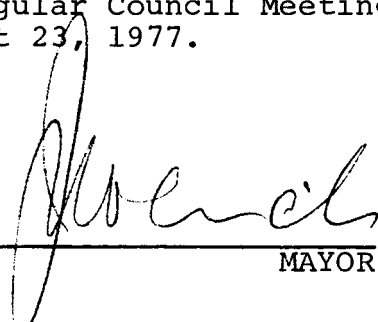
- CARRIED UNANIMOUSLY

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The Council recessed at approximately 3:50 p.m. to reconvene in 'In Camera' in the Mayor's Office.

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The foregoing are Minutes of the Regular Council Meeting
of August 9, 1977, adopted on August 23, 1977.



MAYOR

DEPUTY CITY CLERK

MANAGER'S REPORT, AUGUST 5, 1977 (WORKS: A1-1)

WORKS & UTILITY MATTERS
CITY ENGINEER'S REPORT

RECOMMENDATIONS:

1. Closure of Lane South of 6th Avenue between Fir Street and Pine Street
Abutting Lot 14, Block 289, D.L. 526, Plan 590

The City Engineer reports as follows:

"The owner of Lot 14, Block 289, D.L. 526, Plan 590 has applied to purchase the portion of lane at the rear of this lot. Owing to the development of the block, a lane is not required.

I RECOMMEND that the north 10 feet of Lot 14, Block 289, D.L. 526, Plan 590, be closed, stopped up and conveyed to the abutting owner of Lot 14 subject to the following conditions:

- (a) The applicant to pay \$4,250.00 in accordance with the recommendation of the Supervisor of Properties.
- (b) The portion of lane so closed to be consolidated with the abutting Lot 14."

The City Manager RECOMMENDS that the foregoing recommendation of the City Engineer be approved.

2. Closure of Portion of the Lane South of 69th Avenue West of Ash Street -
Adjacent to Lot 20, Block 21 (Plan 2399) and Lot 20, Block 22 (Plan 2868),
Block D, District Lots 319, 324 and Part of 323

The City Engineer reports as follows:

"On June 28, 1977, Council approved the lease of City-owned land on the west side of Ash Street between 69th Avenue and S.W. Marine Drive to the Greater Vancouver Housing Corporation for 60 years subject to the consolidation of the adjacent lands. As a lane outlet will be provided out to 69th Avenue, the portion of the existing lane at the rear of Lot 20 is no longer required.

I RECOMMEND that all those portions of the lane south of 69th Avenue, west of Ash Street, dedicated by the deposit of Plans 2399 and 2868 shown hatched on the attached plan marginally numbered LF 8129, be closed, stopped up and title taken thereto and the lane so closed subdivided with the abutting lands."

The City Manager RECOMMENDS that the foregoing recommendation of the City Engineer be approved.

* * * * *

FOR COUNCIL ACTION SEE PAGE(S) 644

Manager's Report, August 5, 1977 (BUILDING: A-4 - 1)

BUILDING & PLANNING MATTERS

RECOMMENDATION:

1. Grandview-Woodland N.I.P. Appropriation of Funds:
The Children's Place Child Care Centre

The Director of Planning reports as follows:

"On July 12, 1977 Council approved the Grandview-Woodland Concept Plan which included an allocation of \$90,500.00 for improvements to social services in the area. The Concept Plan identified the provision of equipment for child care centres as a priority in this category of N.I.P. expenditures. The purpose of this report is to recommend the appropriation of funds for the purchase of equipment for the Children's Place Child Care Centre.

The Children's Place, presently operating at 1803 East 1st Avenue, offers a pre-school program for children from the area who need individual attention to assist in their mental, physical and emotional development. Operating funding through the Social Planning Department of the City of Vancouver is currently secured until October 1977. Ongoing funding and potential expansion of this service is given high priority by the Social Planning Department, which is presently negotiating with provincial authorities for future financial support for The Children's Place. Funds are immediately needed for play equipment to assist in the development of the children already enrolled at the Centre.

A newly established toy lending library operating from the Britannia branch of the public library lends toys and equipment to local child care centres for short periods of time, thus reducing the need for individual centres to purchase equipment and providing variety for the children. Due to the nature of the service provided by The Children's Place, equipment is required on an ongoing basis and the toy lending library cannot meet this need. Although the Grandview-Woodland N.I.P. Committee supports the concept of the toy lending library and intends to allocate funds at a future date to enhance the library's collection of equipment, the Committee considers the provision of special equipment for The Children's Place to be an appropriate N.I.P. expenditure. In the event that The Children's Place becomes unable to continue operation due to lack of funding, the equipment would be added to the stock of the toy lending library and thereby made available to other child care centres in the area. C.M.H.C. has been advised of this proposal and concurs with the recommendation for funding of this project. The equipment requirements for The Children's Place are listed in the Appendix to this report; the total cost is \$2,140.00.

The Director of Planning RECOMMENDS that Council approve the expenditure of \$2,140.00 from the implementation stage of the Grandview-Woodland N.I.P. (Social Services) for the purchase of equipment for The Children's Place Child Care Centre, costs to be shared as follows:

C.M.H.C.	=	\$1070.00
Province of B.C.	=	\$ 535.00
City of Vancouver	=	\$ 535.00"

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

2. Kitsilano Neighbourhood Improvement Program:
Bayview School Grounds Improvement

The Director of Planning reports as follows:

"One of the main priorities of the Kitsilano Neighbourhood Improvement Program is the improvement of existing recreational facilities in the area, especially those facilities used by children and senior citizens. It is felt that improving the grounds of the schools in the areas provides the primary opportunity for providing these types of facilities. To this end, City Council has already approved \$30,043 for improvements to the Hudson School grounds (September 21, 1976),

Cont'd . . .

Manager's Report, August 5, 1977 (BUILDING: A-4 - 2)

Clause 2 Cont'd

\$35,000 for the Tennyson School grounds (May 10, 1977) and \$10,700 for a portion of the Gordon School grounds (May 24, 1977). Bayview School is the only one remaining in Kitsilano which has had no improvements made to the school ground through N.I.P.

On June 15, 1977 and June 29, 1977, the Kitsilano Citizen's Planning Committee reviewed a proposal for improvements to the Bayview School grounds (shown in Appendices A and B). This proposal had been prepared by a group working on a Canada Works grant on behalf of the Bayview Home and School Consultative Committee. This group received cost estimates for the project from the School Board. They also received School Board approval for the project. The Kitsilano Citizen's Planning Committee were impressed with the proposal and recommended that N.I.P. funds be allocated to it. They noted that this project would put Bayview School on par with the other schools in terms of N.I.P. expenditures and would provide much needed facilities in this portion of Kitsilano.

The School Board cost estimate for this project was \$61,235, comprised of \$31,612 for materials and \$29,623 for labour (detailed in Appendix A). The group with the Canada Works grant working on this project will be able to do most of the labour. Therefore, the cost can be reduced to that required for materials and a small amount for specialized labour (e.g. painting of the mural and heavy equipment operators for moving of earth). The total estimated cost is therefore reduced to \$35,000 (\$31,612 for materials and \$3,388 for labour).

The Kitsilano Site Office Coordinator and C.M.H.C. have reviewed this project and recommend approval.

The cost sharing on this project would be as follows:

City	\$ 8,750
Provincial	\$ 8,750
Federal	\$17,500

It is therefore recommended that:

City Council approve the expenditure of \$35,000 (thirty-five thousand dollars) from the Kitsilano Neighbourhood Improvement Program budget (Recreational facilities category) for improvements to the Bayview School grounds as outlined in Appendices A and B."

The City Manager recommends that the recommendation of the Director of Planning be approved.

3. Building Lines:
1. Broadway, north and south sides from Cambie to Prince Edward Streets;
 2. Point Grey Road, both sides, from Wallace Street to Alma Road;
 3. Douglas Crescent, both sides, from Wolfe Avenue to Oak Street and Wolfe Avenue, both sides, from Douglas Crescent to 16th Avenue

The Director of Planning reports as follows:

'Recommendations have been received from the City Engineering Department, requesting amendments to Zoning and Development By-Law No. 3575 whereby the building lines on both sides of Broadway from the east side of Quebec Street to Prince Edward Street be revised; that the Point Grey Road building line from Wallace to Alma Road be deleted; and, finally, that the building lines on Douglas Crescent, from Wolfe Avenue to Oak Street and on Wolfe Avenue, from Douglas Crescent to 16th Avenue, be deleted also.

CITY ENGINEERING DEPARTMENT

Item 1 - Amendments to the building lines on Broadway from Cambie to Prince Edward Street (established July 13, 1936):

Cont'd . . .

Manager's Report, August 5, 1977 (BUILDING: A-4 - 3)

Clause 3 Cont'd

The Deputy City Engineer, in a memorandum dated April 5, 1977, comments as follows:

'In recent years dedication of strips on the south side of Broadway has now provided a street of sufficient width to meet the requirements of the existing building line from the east side of Quebec Street to Prince Edward Street save and except between Main Street and Kingsway. The amount of widening required in this block is somewhat less than the area now affected by the existing building line. Extra width is required on the north side between Kingsway and Scotia Street in order to provide a left turn bay. This makes the present building line on the north side of Broadway from the east side of Quebec Street to Prince Edward Street redundant.

At present there are two owners who wish to develop their sites that are affected by the present building line.'

Item 2 - Point Grey Road building line - Wallace Street to Alma Road (established June 6, 1941):

The Deputy City Engineer, in a memorandum dated April 21, 1977, comments as follows:

'The Municipality of Point Grey established a building line for both sides of Point Grey Road from Wallace Street to Alma Road. The building line was to be 50 feet on either side of the centre line.

Present planning is for this portion of Point Grey Road to remain 66 feet in width. This now makes the existing building line redundant.'

Item 3 - Building Line - Douglas Crescent - Wolfe Avenue to Oak Street (established 1928):

The Acting Assistant City Engineer (Traffic), in a memorandum dated June 8, 1977, comments as follows:

'The need for the above building line has recently been reviewed and it has been concluded that it should be cancelled.

These streets were part of a proposed crosstown route using 19th and 22nd Avenues east to Boundary Road. Such a route is no longer part of the major street plan and 16th Avenue is the east-west route in this area.

In view of the current traffic system, physical conditions between Oak and Hemlock, probable future traffic volumes, a 4-lane pavement (secondary arterial) will be adequate. Hence, the additional street allowance provided for via the building line is not required.'

ANALYSIS

The Planning Department recommends that the necessary amendments to Schedule E (Building Lines) of Zoning and Development By-Law No. 3575 be approved in accordance with the requests from the City Engineer. The easterly portions of the building lines on both sides of Broadway would be deleted to reflect the reduced requirements for street widening. The present building lines, extending from Cambie to Prince Edward Streets, would be amended to extend only from Cambie to Quebec Streets. A new building line would be established on the north side of Broadway between Main and Scotia Streets only to provide for a left turn lane which is needed in this section of Broadway. (See Appendix A for Plan of proposed building line).

In view of changing traffic planning, approval should also be given to the deletion of those building lines on Douglas Crescent, Wolfe Avenue and Point Grey Road from Wallace Street to Alma Road. The Point Grey Road building line was established to provide for a continuous beach drive while the other two building lines were created at the time of the Bartholomew Plan in 1928. Park acquisition and changing traffic patterns have negated the requirement for these three building lines.

RECOMMENDATION: The Director of Planning recommends the following:

1. That the Director of Planning be instructed to make application to amend Schedule E (Building Lines) of Zoning and Development By-Law No. 3575 whereby:

Cont'd . . .

Manager's Report, August 5, 1977 (BUILDING: A-4 - 4)

(Clause 3 Cont'd)

- A. The existing building lines along the north and south sides of Broadway will extend from Cambie Street to Quebec Street only and that a new building line be established on the north side of Broadway from Main Street to Scotia Street as shown in attached Appendix A;
 - B. The building lines along Point Grey Road, both sides, from Wallace Street to Alma Road be deleted;
 - C. The building lines along Douglas Crescent, both sides, from Wolfe Avenue to Oak Street and Wolfe Avenue, both sides, from Douglas Crescent to 16th Avenue, be deleted.
2. That the whole matter be referred direct to a Public Hearing."

The City Manager RECOMMENDS that the foregoing recommendations of the Director of Planning be received and the whole matter referred direct to a Public Hearing.

INFORMATION:

4. United Grain Growers Proposal -
North Foot of Rogers Street

The Director of Planning reports as follows:

"BACKGROUND

Since 1973 City Council has expressed particular interest in development on the Burrard Waterfront with a view to obtaining public access and the ability for the public to view the port operations as development occurred.

On June 21, 1977 Council considered a report from the Director of Planning concerning a Development Application by United Grain Growers to expand their facilities at the north end of Rogers Street. Council agreed with the decision of the Director of Planning that the development be approved subject to a number of conditions to permit the alteration of the land configuration (landfill) at the north end of the east side of Rogers Street, the construction of 22 new bins, a shipping house, transfer galleries, car dumper, tracks and the extension of the existing shipping galleries.

In his report the Director of Planning noted that he did not view the above location to be a good place for the provision of public access because of the complexity of the operation of the grain elevators, the noise, dust and general hazard to safety. However, during Council discussions it was noted that there was potential for a street end park at the north end of Rogers Street if certain arrangements could be made.

On the question of public access Council therefore resolved:

'THAT the Director of Planning report back on the feasibility of developing the north end of Rogers Street as a look-out park.'

This report summarizes the discussions which have occurred regarding a possible look-out park.

MEETING

On June 24, 1977 a meeting was held between the consultant architect for and a representative of United Grain Growers, the Supervisor of Properties and the Director of Planning to discuss a proposal for development of public access on the north foot of Rogers Street. It was agreed that in order to provide a look-out park it would be necessary to totally fill the north end of Rogers Street between United Grain Growers property on the east and the B.C. Sugar Refinery property on the west. A map showing the required landfill is attached as Appendix I.

However, a variety of concerns were noted at the meeting and as a result the Director of Planning has concluded that the development of a look-out park at this location is not possible at the present time. These concerns can be summarized as follows:

Cont'd . . .

Manager's Report, August 5, 1977 (BUILDING: A-4 - 5)

(Clause 4 Cont'd)

(a) Existing Leases

The City has had a longstanding lease arrangement with the Defoe Machine Shop which has leased a portion of the west one-half of Rogers Street for many years and operates a boat repair facility. The United Grain Growers representatives reported that Defoe has been approached with a view to relocating his floats and boat storage areas slightly to the west to meet Ministry of Transport's navigation regulations and to see if the Defoe lease could be bought out so that the street end could be filled. United Grain Growers and Defoe were unable to achieve a satisfactory agreement.

(b) Rental Terms

In discussion of the proposed lease agreement with the City with respect to the use of the east one-half of Rogers Street for fill purposes, the United Grain Growers representatives stated that the rental price for the use of the City property as proposed by the Supervisor of Properties was too high.

(c) Services

The storm sewer located in the Rogers Street alignment would have to be extended to the north end of any new Rogers Street extension at a very substantial cost.

(d) Timing

It was noted that the City would have to give notice of one year to Defoe's Machine Shop if they wished to have him leave and enable him to vacate the property.

The United Grain Growers representatives felt that this would unduly delay their plans while the City's representative felt it would be inappropriate to cancel Defoe's lease in order to allow the filling of Rogers Street which is not a priority.

It was also noted that as the fill would affect the B. C. Sugar Refinery property to the west, they would also have to be involved in discussions. These discussions would further delay the United Grain Growers development.

(e) Funds

There are no City funds available to pay for the sewer and road extension, bulkheading the viewing area and landscaping and United Grain Growers are not prepared to bear these costs.

In summary, on the basis of United Grain Growers inability to reach an agreement with the Defoe Machine Shop, the perceived high rental cost suggested by the City for use of the east half of Rogers Street, the low priority of the potential street end park, and the desire of United Grain Growers not to delay their development, the development of a look-out park on Rogers Street end is not feasible. It was agreed that United Grain Growers would submit amended drawings deleting the proposed extension and filling of the east one-half of the Rogers Street end.

The amended drawings were submitted to the Planning Department on June 29, 1977 with the development permit being issued on July 11, 1977. "

The City Manager submits the foregoing report of the Director of Planning for the INFORMATION of City Council.

Manager's Report, August 5, 1977 (BUILDING: A-4 - 6)

RECOMMENDATION:

5. Lane Dedication in Fairview Slopes

The Director of Planning reports as follows:

A review of the (FM-1) Fairview Multiple Dwelling District Schedule has been undertaken in view of a number of representations concerning provisions of this District Schedule regarding dedication of land for lane purposes. It has been concluded that an amendment to Section 1.C. Floor Space Ratio is appropriate.

Background

On November 30, 1976 the (FM-1) Fairview Multiple Dwelling District was enacted by By-Law No. 5039, being a By-Law amending Zoning and Development By-Law No. 3575.

Analysis

The Fairview Slopes area is presently inadequately serviced with secondary access to sites as few dedications have been made for City lane development. In furthering the provision of lane dedications, Section 1.F. of the (FM-1) Fairview Multiple Dwelling District Schedule states:

'Application for development of a site which does not abut a lane shall be required to dedicate to the City up to a maximum of 10 feet at the rear of the site for lane purposes, as determined by the City Engineer.'

The current policy of floor space ratio calculation is based on the original parcel of land (prior to lane and/or street dedication) up to and including that time when dedication is required. For all subsequent Development Permit Applications, the floor space ratio calculation is based on the reduced site area (i.e. original parcel exclusive of land dedications). The above noted regulation causes no problem when it is proposed to develop the site to its full development potential and dedication for civic purposes has not yet been secured. A problem does arise, however, when proposed development is not equal to the full development potential since all subsequent applications to redevelop the site are dealing with a reduced site area. This clearly encourages wholesale redevelopment of sites in the Fairview Slopes area at the time when land is dedicated for lane purposes. Similarly, this situation discourages minor alterations to existing structures or a change of use, both of which require lane dedication under a Development Permit Application.

This was not the intent of the (FM-1) Fairview Multiple Dwelling District and contradicts the policies for this area adopted by Council.

The appropriate amendment to the (FM-1) Fairview Multiple Dwelling District Schedule would permit measurement of floor space ratio based on a site area calculated to the rear property line of the site where no dedication has been obtained for lane purposes or to the ultimate centre line of the lane where dedication for such purpose has been obtained. This amendment would also permit comparable, equitable floor space ratio calculations for future development on properties within Fairview Slopes which have previously dedicated land for lane purposes.

The recommended amendment would be achieved by amending Section 1.C. Floor Space Ratio, inserting the following as the second paragraph thereof:

In computing the floor space ratio, site area shall be measured to the rear property line on sites where there has been no dedication for lane purposes or to the ultimate centre line of the lane on sites where land has been dedicated for lane purposes.

Cont'd . . .

Manager's Report, August 5, 1977 (BUILDING: A-4 - 7)

(Clause 5 Cont'd)

RECOMMENDATION: The Director of Planning recommends the following:

That the Director of Planning be instructed to make an application to amend Section 1.C. Floor Space Ratio of the (FM-1) Fairview Multiple Dwelling District in accordance with this report and that the whole matter be referred direct to a Public Hearing. "

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

FOR COUNCIL ACTION SEE PAGE(S) 645

A-6

MANAGER'S REPORT, August 5, 1977 (FIRE: A-6 - 1)

FIRE AND TRAFFIC MATTERSRECOMMENDATION1. Parking Exemption Permits

The City Engineer reports as follows:

"On April 5, 1977, Mayor Volrich, in response to a request for free parking meter privileges from Mr. Azad, Associate Deputy Minister of Labour, directed the City Engineer to prepare a report to Council on the matter of Parking Exemption Permits.

This report is presented in accordance with the Mayor's request.

The Parking Meter By-law and the Street and Traffic By-law permit certain vehicles to be exempted from parking time limits on City streets. These by-laws cover standard exemptions for emergency, City owned, and Police vehicles and other classes of vehicles as designated by Council.

History

The parking exemption permit system was originally devised to provide a simple method of handling parking fees for City employees who were authorized to use their vehicles on City business by avoiding the onerous paperwork that would otherwise be necessary to reimburse them. It is also a means of providing, in special cases of need, for severely handicapped persons. Over the years, however, the system was expanded to include provision for Federal and Provincial Government agencies.

Because of this growth, a substantial amount of staff time was required for administration and it became increasingly difficult to exercise effective control over the use made of the permits by the non-City government agencies. As a result, the system was abused and the permits were frequently used for all-day parking. This abuse prompted many complaints, particularly from store owners, that the proliferation of exemption permits was having a detrimental effect on normal business activities.

Following a review of the matter, City Council, in February 1964, discontinued the system and again adopted a policy of providing exemption permits only to City employees on City business and, in special cases of need, to severely handicapped persons. The question of special parking privileges for senior Government agencies was not raised again until April 1975, following the takeover by the Provincial Government of certain civic functions such as Welfare.

Following consideration of the briefs by Provincial Departments and of staff reports presented in three separate meetings in April and May 1975, Council in its resolution dated May 13, 1975, re-affirmed its long-standing policy and voted unanimously to exclude Provincial and Federal Government agencies from the parking exemption permit system. Council did, however, grant exemption status to the newly created and independently operated Vancouver Resources Board. This special provision was granted on the basis of a three hour maximum daily limit and an annual fee of \$50.00 per permit.

Since the May 13th resolution, the Parking Exemption Permit system has remained unchanged and permits issued by the Engineering Department in the years 1975, 1976 and 1977 have been granted to the following:

- (1) City employees on City business
- (2) Vehicles used in the transportation of severely handicapped persons
- (3) Vehicles of the Vancouver Resources Board on the basis of a three hour limit and a \$50.00 annual fee per permit.

Continued

MANAGER'S REPORT, August 5, 1977 (FIRE: A-6 - 2)

Clause No. 1 Continued

Present Situation

In September 1976, the City's Parking Meter Checker Program commenced operation, with the result that the enforcement level in metered curb parking areas was greatly increased. This increased enforcement has resulted in the issuance of a greater number of tickets to Government vehicles and has again prompted requests for exemption privileges from many Government agencies. To date, requests have been received from the Department's of Labour, Agriculture, Indian and Northern Affairs and Manpower and Immigration, the Ministry of Transport, Unemployment Insurance Commission and the Office of Public Trustees. In addition, the Public Utilities (B. C. Hydro, B. C. Telephone and Central Heat) have requested that their exemption privileges as defined in the "Street and Traffic By-law" be expanded by removing the limitation that their exemption applies only while engaged in works of necessity on the City streets.

The matter has now been reviewed in the light of these requests and relaxation of the present policy is not recommended. The only Government vehicles considered exempt, as provided in the By-laws, are those vehicles which are engaged in policing functions. These include City Police, Customs Investigations, Provincial Sheriffs, R.C.M.P. and Penitentiary Services.

To appreciate the problems which could be created if exemption decals were granted to Provincial and Federal Government agencies and Public Utilities, an estimate of the number of vehicles requiring exemptions must be made. For example, the Vancouver Resources Board has approximately 1400 employees and they have about 40 exemption permits. Similarly, the City has approximately 5800 employees and about 450 exemption decals. Presently, there are about 7000 Provincial and Federal Government employees in the downtown which would require an estimated 250 to 600 exemption permits. If permits were granted to these senior government employees, the short-term curb parking supply would be substantially reduced.

In addition to this loss of short-term parking, consideration must also be given to the potential loss in meter revenue. If each of these permits were used to provide only one hour free meter parking per day, the City's estimated loss in meter revenue would be between \$13,000 and \$31,000 yearly. Also, to administer such an exemption system properly, about one month additional staff time would be required each year. This cost, together with the loss in meter revenue would have to be recovered by charging for the exemption privileges.

There seems no valid reason why the senior governments should be exempted from parking charges, as they do not exempt the City from any of their taxes such as the sales tax or gasoline tax. Even if the Government were charged for exemption privileges, it would not be possible to control adequately the length of time parked. There is no means of ensuring that some of the permits would not be abused for the purpose of all-day parking and, it would not therefore, be possible to establish an exemption permit fee which would reflect the total time used. The net result would be that the short-term parking supply would be reduced and revenue would be lost.

The Public Utility exemption privileges provided under the Street and Traffic By-law and under the Parking Meter By-law are extended to allow free access to utility equipment located on the street allowance, under special agreement with the City. In line with this intent, Public Utility vehicles are exempt only when engaged in work on their installations within City streets. Vehicles being used for off-street work such as routine installations or repairs are not considered exempt. If the utility privileges are expanded to include off-street work, it could be argued that private companies providing similar services (e.g. plumbers and electricians) should also be granted similar exemptions.

Continued

MANAGER'S REPORT, August 5, 1977 (FIRE: A-6 - 3)

Clause No. 1 Continued

The Parking Meter By-law could define more clearly, as does the Street and Traffic By-law, the provision to exempt Public Utility vehicles used in work within the street. Therefore, it is recommended that the required changes be made in the Parking Meter By-law so that both by-laws are the same.

RECOMMENDATIONS

The City Engineer RECOMMENDS that:

- A. Council re-affirm its present Parking Exemption Permit policy: namely that parking exemption privileges be provided only to City employees on City business and to severely handicapped persons.
- B. The Director of Legal Services in co-operation with the City Engineer submits an amendment to the Parking Meter By-law to more clearly define the exemption provisions related to "Public Utility" vehicles."

The City Manager RECOMMENDS that the above recommendation of the City Engineer be approved.

CONSIDERATION

2. Sidewalk Cafe Operations - 12 Caesars Restaurant

The City Engineer reports as follows:

"In 1975, City Council gave formal approval for a number of sidewalk cafe operations in the City. These operations were approved on a two-year trial basis and formalized by means of license agreements with the City. Many of the operators of sidewalk cafes reapplied this year and their applications were approved by Council on May 24, for a continuing year to year operation subject to the terms of the license agreement.

An application by the 12 Caesars Restaurant at 595 Hornby Street to operate a sidewalk cafe year-round was denied since the cafe encroachment onto the sidewalk did not leave the sidewalk width considered necessary for pedestrian movement.

Since the year-round operation was denied, the 12 Caesars has requested permission to again operate during the summer with a reduced encroachment width. Since the cafe will be a seasonal operation, and the width has been reduced, the City Engineer is prepared to recommend approval subject to the conditions of the license agreement. These conditions call for immediate removal of the cafe should its existence create problems for pedestrian movement.

Accordingly, it is recommended that the sidewalk cafe operation for the 12 Caesars Restaurant at 595 Hornby Street be approved, on a year-to-year license agreement, subject to the approval of the City Engineer and the Director of Legal Services, with the Supervisor of Properties determining the rental each year."

In view of the reduced sidewalk width available and the problems this might create particularly for the disabled, the request is submitted for Council's CONSIDERATION.

FOR COUNCIL ACTION SEE PAGE(S) 645

FINANCE MATTERS

RECOMMENDATION

1. Civic Theatres - Monthly Schedule Events

The Manager of Civic Theatres reports as follows:

"In making up the Budget Estimates for 1977 an amount of \$6,936 was approved. However, no provision was allowed for extra costs associated with the inclusion of the Orpheum, 7% Provincial Sales Tax, increased postage and other cost items.

The proper amount which should have been allowed was \$12,188.

We request and recommend authorization of additional funds in the amount of \$5,232 for Account 6211/13 to provide necessary funding of the monthly schedule of events for the balance of the year.

The Comptroller of Budgets and Research advises that, if this report is approved, the source of funding will be Contingency Reserve.

The City Manager RECOMMENDS that the foregoing recommendation of the Manager of Civic Theatres be approved.

CONSIDERATION

2. Blazers: Information Centre Staff

The City Clerk reports as follows:

"I would like to have Council's approval for the purchase of two blazers for the City Hall Information Centre. A recent survey of information centres located in City Halls across Canada has shown that 4 out of 5 Cities operating Information Booths have uniformed personnel (Ottawa, Calgary, Regina and Toronto have uniformed personnel while Brandon has not). These blazers will help to identify our staff as they conduct tours through City Hall and when they escort visitors to the East Wing. It should be noted that the building service workers operating the elevators are uniformed.

In 1974 a similar request was rejected by Council.

The cost of these two blazers is approximately \$161.00 and funds can be made available from the City Clerk's Departmental Budget if this expenditure is authorized by Council.

The City Clerk recommends approval of this report."

The City Manager submits the foregoing for the CONSIDERATION of Council.

3. National Organization for the Reform of Marijuana Laws of Canada - NORML Canada

The Director of Social Planning reports as follows:

"This report is in response to a request from NORML Canada's request for use of the Harbour Park area for a membership rally. This report is being submitted direct to Council to meet the proposed date of the rally.

Clause No. 3 Continued:

NORML CANADA is an organization for the reform of marijuana laws in Canada. They appear to be a responsible group whose statement of position and policy confirms their serious purpose. They say that they are firmly against the use of drugs, including marijuana. However, they favour reform of the marijuana laws. They claim 200 members in this area and hope to present speakers and music in Harbour Park to attract members to their cause. It is estimated that about 1,000 to 2,000 people will attend.

Discussion with the City Engineer indicated that a concentration of people of that size in that area could congest traffic heading into Stanley Park. The Supervisor of Properties points out that such an event could create some problems for boat owners who are berthed near by. Inspector Bailey, Staff Sergeant Brown and Mr. Fladell met with Mr. Baker of NORML Canada to discuss the situation. They agreed that potential problems included amplified music that would disturb nearby residents.

Alternative sites were considered and the suggestion made that the event move into an indoor space, such as the Commodore Ballroom which would not involve civic jurisdiction and would also assure that a peaceful and positive program would go forth in keeping with the aims of the organization. Mr. Baker of NORML said this was agreeable to his organization but that they did not have any funds for rental and had expected a civic site would be cost free. Policing costs at the Harbour Park site for the event are estimated at \$3,000. The Commodore Ballroom is available for \$450.

The Director of Social Planning RECOMMENDS:

THAT a civic grant of \$450 to NORML - Canada for rental of the Commodore Ballroom on Sunday afternoon, August 14, 1977, be approved."

The Comptroller of Budgets and Research reports that if this grant request is approved, the source of funds will be Contingency Reserve.

The City Manager submits the foregoing report of the Director of Social Planning for Council's CONSIDERATION.

RECOMMENDATION4. Park Board Radio Communications System Expansion

The Superintendent of Parks and Recreation reports as follows:

"A review of the Park Board mobile radio system has been done and the following conclusions reached:

- A. The existing radio system is generally old and noisy and inadequate for present day needs.
- B. Expansion has not kept up with fleet expansion.
- C. If the radio system is updated and expanded, production efficiencies will result from more effective manpower and equipment utilization which will also result in cost efficiencies.

Expansion of the system will provide the following further advantages:

- a. There will be constant communications between the dispatcher and men in vehicles or on foot.
- b. Questions will be answered and instructions provided quickly.
- c. Supervisors can maintain far better control of their men and equipment.
- d. Fast action can be taken in the event of an accident or for other emergencies (there are sizable crews working in various areas that do not have a radio equipped vehicle or ready access to a telephone. Foremen of these crews spend considerable time locating public telephones; many are out of order).

Cont'd...

Clause No. 4 Continued:

It is proposed that the Park Board radio communications system be expanded by adding 11 mobile radio units, 5 portable radio units and a telephone patch unit, and that 6 existing old mobile radio units and the existing old remote control console be replaced.

The cost of this proposal follows:

	<u>Number</u>	<u>Initial Cost</u>	<u>Annual Cost Maintenance</u>
Additional mobile radios	11	\$7,700	\$ 550
Portable radios	5	5,250	625
Portable radio chargers	5	300	-
Telephone patch	1	350	25
Replacements: mobile radios	6	4,200	-
console	1	700	-
		<u>\$18,500</u>	<u>\$1,200</u>

I RECOMMEND that the foregoing report on the Park Board radio communications system be approved."

The Administrative Analyst reports as follows:

'The foregoing report has been reviewed with the Engineering Department. They concur with the need for replacement units to a total of \$4,900.00 of the \$18,500.00 requested.

The balance of \$13,600 represents an expansion in the present system. In evaluating the need for this expansion, the communications capability of the Engineering Department Operating Branches was compared with that of the Park Board Operating Division. The following table shows the percentage of units which are equipped with radio:

	<u>Engineering Department Operating Branches</u>	<u>Park Board Present</u>	<u>Proposed</u>
Vans and Pickups	87%	17%	23%
Dump Trucks	92%	5%	32%

In view of the foregoing comparison, and in order to bring the Park Board Operations Branch closer to the prevailing standards throughout the City Operations, I RECOMMEND that the foregoing report of the Superintendent be approved.

The Comptroller of Budgets and Research advises that, if the foregoing report is approved, the source of funds will be Contingency Reserve.

The City Manager RECOMMENDS that the recommendation of the Superintendent of Parks and Recreation be approved.

5. Antoinette Lodge - 535 East Cordova Street -
Additional Staff Requirements

The Supervisor of Properties reports as follows:

"Council, on July 27, 1976, approved the recommendation of the City Manager to hire staff for Antoinette Lodge comprising:

One Assistant Residence Manager

One Building Service Worker I

The management is the responsibility of the City through the Properties Division and is operated in conjunction with the Oppenheimer Lodge under the same manager.

Cont'd...

Clause No. 5 Continued:

Since the opening of Antoinette Lodge, we have found that one Building Service Worker I is not sufficient staff for the operation and it has been necessary to draw on staff from the other Lodges to replace for sickness and holidays. The cost will be included in the budget going to the B.C. Housing Management Commission, by August 15, 1977.

In view of the foregoing, it is recommended that:

Council authorize the hiring of one additional Building Service Worker I for Antoinette Lodge and that the matter of additional staff classification be referred to the Director of Personnel Services."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

6. Funding for Specialist Services Wurlitzer Organ
"The Orpheum"

The Manager of Civic Theatres reports as follows:

"When the American Organ Society members volunteered their services to renovate the Orpheum Organ they did so in good faith but failed to appreciate the great amount of work to be done, their lack of technical knowledge and the availability of their time.

The work is progressing but only at the rate of a few hours each Saturday and Sunday and, at this rate, the organ will not be in service for more than a year ... if then.

In the forthcoming year we have the opportunity to present several of the world's great organists in concert: "Reginald Foort", George Wright, "Winnifree" and others to recoup both the cost of rebuilding the orchestra hoist and funding the specialist services now required.

A consortium of four organ specialists has quoted the sum of \$8,000.00 to bring the organ and console to performance standard. Working consistently five days per week they guarantee that the organ will be ready for the concerts by Reginald Foort in early November.

It is recommended that the sum of \$8,000.00 be appropriated from Contingency Reserve to carry out this work to be repaid from the proceeds of a series of organ concerts.

The City Manager RECOMMENDS approval of the above report on the basis that these monies, together with the \$8,500 granted by Council on March 15, 1977, for hoist repairs, are to be repaid from concert proceeds.

FOR COUNCIL ACTION SEE PAGE(S) 646d641

MANAGER'S REPORT, AUGUST 5, 1977 (PROPERTIES: A9-1)

PROPERTY MATTERS

RECOMMENDATION

1. Establishing a strip of City-owned lots for lane purposes

The Supervisor of Properties reports as follows:-

"On December 18, 1973, City Council approved a rehabilitation project in the Strathcona area and included in that undertaking was authority for the City to acquire properties having deteriorated buildings whereby the buildings could be demolished to upgrade the site. Subsequently, on June 24, 1975, Council approved the purchase of Lot 30, except the north 6 feet, Block 103, D.L. 196, Plan 196, known as 413 Prior Street and on August 24, 1976, approved the purchase of adjoining Lot 31, known as 407 Prior Street in order to improve the sites.

The buildings on both of these lots have now been demolished and as The Strathcona Property Owners Association does not wish to purchase these particular lots, it is proposed to place them on the market in the near future. However, the City Engineer has requested that four feet of these lots be established for lane purposes in order to bring the lane up to current standards.

As this action will not appreciably affect the market value of these lots it is therefore recommended that the south 4 feet of the north 10 feet of Lots 30 and 31, Block 103, D.L. 196, be established for lane purposes and the Formal Resolution, establishing the same and submitted concurrently with this report be passed by Council."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

2. Strathcona Infill Housing Lots:
Extension of Option to Repurchase on Lot B

The Supervisor of Properties reports as follows:

"In 1974 Lot B (formerly Lots 25-29, Block 76, D.L. 181 Plan 196) was sold to the Provincial Government and the City retained an option to repurchase at the net sale price if the pouring of concrete foundations did not take place by April 30, 1976. The City had three months from that date in which to exercise the option.

For various reasons, including changes in financial policies, construction was not commenced within the allotted time and extensions to the date of commencement of construction were requested by the Government and were approved by Council as follows:

May 4, 1976 extended to Dec. 31, 1976
Dec. 7, 1976 extended to April 30, 1977
May 10, 1977 extended to July 31, 1977

In each instance, the Government gave the City an option extending the time within which the City could repurchase the property.

A letter dated July 12, 1977 has now been received from the Strathcona Property Owners and Tenants Association requesting a further time extension of five months to December 31, 1977 in which to commence construction. The Program Manager, Housing Department, Provincial Government supports this further extension as construction cannot be commenced by July 31, 1977 as SPOTA only just received the builder's lease this month.

cont'd.....

MANAGER'S REPORT, AUGUST 5, 1977 (PROPERTIES: A9-2)

Clause #2 continued:

It is recommended that the commencement of construction date be extended to December 31, 1977 subject to the Government extending the option period for three months to March 31, 1978 and subject to any documentation deemed necessary by the Director of Legal Services."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

3. Sale of Property - E/S 1400 Blk Clark Dr.
and N/W Corner 19th Ave. & Knight St.

The Supervisor of Properties reports as follows:

"Under the authority of the Property Endowment Fund Board, tenders were called for the purchase of the following-described properties on July 5, 1977 and were opened in public at 9:30 a.m., Monday, July 25, 1977.

Recommended that the following offers to purchase, being in each case the highest offer received and representative of current market values, be accepted and approved under the terms and conditions set down by Council.

1. Lot 2 except East 10 feet, Sub. A, Block 155, D.L. 264A
Plans 1771, 442 and 4095
E/S 1400 Block Clark Drive - Zoned: M-1

<u>NAME</u>	<u>APPROX. SIZE</u>	<u>SALE PRICE</u>	<u>TERMS</u>	<u>CONDITIONS</u>
Amrelco Food Distributors Ltd.	33'X104'±	\$43,500.	Cash	Bulkhead Agreement Lot above street and below lane levels

2. Lot 13 except East 7 feet, Block 61, D.L. 301,
Plan 1453 Amd.
North-west corner 19th Avenue and Knight Street

<u>NAME</u>	<u>APPROX. SIZE</u>	<u>SALE PRICE</u>	<u>TERMS</u>	<u>CONDITIONS</u>
Paragon Homes Ltd.	26'X122'±	\$26,660.	City Terms @ 11%	"

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

MANAGER'S REPORT, AUGUST 5, 1977 (PROPERTIES: A9-3)

4. Lease of City-owned Property to the
Vancouver East Cultural Centre -
1885 - 1895 Venables Street

The Supervisor of Properties reports as follows:

"On November 9, 1976, Council (IN CAMERA) approved the purchase of the property known as the Vancouver East Cultural Centre (legally described as Lots 13 to 16, Block 9, Subdivision E, District Lot 183) and resolved that an economic rent be negotiated with the organization known as the Vancouver East Cultural Centre. The source of funds for this acquisition was the Property Endowment Fund and rentals received are to be paid back into this fund.

Agreement has now been reached with the Vancouver East Cultural Centre for the lease of this property on the following basis:

<u>Term of Lease:</u>	10 years from January 1, 1977
<u>Rental:</u>	\$24,750. per annum inclusive of taxes (billed monthly) for the first 5 years.
<u>Use:</u>	Performing arts activities, handi-crafts, cultural and community activities.
<u>Rental Review:</u>	In 5 years, and to be market rental value plus taxes as if levied.
<u>Insurance:</u>	City to insure buildings against loss by fire; lessee to carry minimum of \$500,000.00 Public Liability insurance.
<u>Repairs:</u>	Lessee to keep building and improvements in repair to the standard of a prudent owner, except lessee not responsible for structural repairs or roof repairs.
<u>City By-Laws:</u>	Lessee to obey including obligation to remove snow from sidewalks.
<u>Assignments:</u>	Lessee to have the right to sub-lease portion of the demised premises to the Tamahnous Theatre Workshop Societ
<u>Lease Agreement:</u>	To be satisfactory to the Director of Legal Services.

In addition to the foregoing terms, the Cultural Centre has requested a Right-to-Renew the lease for an additional 10-year period. The renewal would be subject to the rent being reviewed at the commencement of the renewal term and after 5 years.

RECOMMENDATION:

That Lots 13 to 16, Block 9, Subdivision E, District Lot 183, be leased to the Vancouver East Cultural Centre for 10-years from January 1, 1977 with a Right-to-Renew for a further 10 years, the lease to be subject to the above mentioned conditions.

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

MANAGER'S REPORT

July 25, 1977

TO: Vancouver City Council

SUBJECT: Offer to Lease Enclave 3 - Champlain Heights

CLASSIFICATION: CONSIDERATION

The Champlain Heights Project Manager reports as follows:

"Council, on June 14th, 1977, considered a report on tenders in Champlain Heights. At that time Council expressed concern because the recommended bid for Enclave 16 from Community Builders was estimated to be about seventeen per cent (17%) less than market value. Council accepted this bid, however, in the interest of maintaining momentum in the development of Areas E and F. Council did not accept any bids for Enclave 3 because they were even lower than the bid for Enclave 16.

Since that time four developers have expressed an interest in Enclave 3. The normal City procedure in a case where all previous bids have been rejected is to receive new offers up until a specified date - if any new offers are considered reasonable, then the results are reported to Council for a decision.

The purpose of this report is to inform Council of an offer received July 20th, 1977 from United Properties Limited in the amount of \$516,000. (United Properties Limited were the previous high bidders on Enclave 3 with a bid of \$431,000.)

The three other firms while interested were not prepared to commit themselves at this time.

In view of the interest, an appraisal was requested from the Champlain Heights Marketing Consultant, Western Realesearch. Their report stated that as of July 8th, 1977, the market value of Enclave 3 on a ninety-nine (99) year pre-paid lease was \$516,000.

The bid from United Properties Limited is, therefore, one hundred per cent (100%) of market value at this point in time.

The Project Manager notes that in developing Areas E and F the City is endeavouring to satisfy the following principal objectives.

1. provide a variety of housing types (single family detached units, semi-detached units, multi-family townhouses and medium density apartments)
2. provide reasonably priced housing for a range of incomes (the City policy is to achieve an income mix of one third low, one third middle and one third high income households)
3. provide a social mix (make housing available for singles, couples, families, in a full range of age groups)
4. develop parks and community facilities
5. retain ownership of the land through leases
6. generate net revenue for the City from the residential land leases.

In addition to satisfying the above-noted objectives, the Project Manager recommends acceptance of the offer for Enclave 3 for the following reasons:

Cont'd . . .

1. Momentum in the development of Areas E and F will be maintained and the City's position with respect to implementation of the goals and objectives contained in the development plan will be strengthened.
2. Three different development companies will be involved (Daon, Community Builders and United Properties Limited) marketing three different housing types (single family detached, semi-detached and townhouse units), thereby generating increased interest and recognition of the area's potential.
3. A good balance between the proportion of market and non-market units being developed will be maintained.
4. Because of the present market conditions the housing should be more affordable (selling prices in Enclave 3 are estimated to be in the \$60,000 - \$65,000 range) This will also help in that there will be less of a price differential between market and non-market units (the lending limits for non-market units is presently \$47,000).
5. The City is receiving very favourable bids for servicing with prices holding at or below those of a year ago. These prices would also apply to 'on-site' services installed by the private developer. These two factors would assist in keeping house prices lower.
6. Mortgage rates are lower than they have been for some time, thereby permitting more people to qualify for residential loans. For example, a family would have to earn approximately \$21,000 to qualify for a \$60,000 mortgage when the interest rate is twelve per cent (12%). A family earning \$18,000 could qualify for the same \$60,000 mortgage when the rate is at ten per cent (10%).
7. If the offer on Enclave 3 is not accepted now there will be a loss of interest earned on the proceeds and the risk that this will not be offset by significantly higher land values in the near future.

The Project Manager recognizes the present soft market conditions. It is in recognition of this fact that a cautious land lease marketing approach is being taken.

Enclave 1 was sold in August, 1976. June 14th, 1977, Council agreed to lease Enclave 16. There are two more market enclaves in Phase I (aside from Enclave 3), and it is intended that these would not be advertised until late 1977 or early 1978.

Revenues generated from the Phase I marketing program are to cover the servicing costs in Phase I and a portion of the front end costs for Phase II. As was reported to Council in April, 1977, before commencing with Phase II, a full report on the funding and cash flow position will be presented for Council's consideration.

Comments of the Director of Finance

There is essentially a complete disagreement between myself and the development consultant as to whether we should be proceeding with further disposition of enclaves in Champlain Heights. I am of the opinion that overall real estate market conditions are such that the City should not be disposing of further enclaves in Champlain Heights at this time. The development consultant feels that continued disposition, at least of Enclave 3, is necessary in order to maintain the momentum of development in Areas E and F and to generate increased interest and recognition in the area's potential. I disagree that disposing of Enclave 3 at this time will have any such effect as I am of the opinion that these factors are governed by the market rather than the City feeding one enclave into the market-place.

Cont'd . . .

The development consultant also states that it is an objective of the City to "generate net revenue for the City from the residential land leases" and then states that the disposition of Enclave 3 would satisfy this objective. In the absolute sense, the development consultant is correct, that the disposition of Enclave 3 would generate some net revenue. The question is "will it generate the net revenue that it should or that it will when the market improves?" In my opinion the answer is no.

The development consultant also indicates that "revenues generated from the Phase I marketing program are to cover the servicing costs in Phase I and a portion of the front end costs for Phase II". No further disposition of property in Phase I is needed to finance the servicing costs in Phase I as other sources of financing were previously made available. In this sense, there is no need to dispose of any further land in Phase I to complete the Phase I servicing and therefore the decision to dispose of further land in Phase I should be based on other considerations. It is true that the proceeds of the disposition of the remaining enclaves of Phase I are needed to pay a portion of the front end servicing costs for Phase II, but it is my opinion that Council must separately consider the desirability of proceeding with Phase II, in light of all market conditions. If Phase II appears to be viable in the market-place and therefore the decision is made to proceed with it, it is obvious that there will be a demand for the remainder of Phase I and then the proceeds of disposition will be available to form part of the financing for Phase II.

Note 7 on Page 2 of the development consultant's report refers to the loss of interest earned on the proceeds and the risk that this will not be offset by "significantly" higher land values in the near future. While this risk does exist and in effect exists with any asset of value that is not producing income, it is a risk that the City takes on all of its vacant, unused land. The City has not historically considered the "carrying costs" of its vacant land, essentially because the City does not have actual carrying costs (i.e. interest that it must pay on borrowed funds that were used to purchase land) and because the City has so much land that it must adopt very long term development strategies.

I think everyone recognizes that we are in a very poor residential real estate market situation. This means to me that there must be compelling reasons present before we dispose of significant pieces of residential land. It is my opinion that the real estate market will eventually improve at which time it would make more sense for the City to proceed with the Champlain Heights development.

Given all of these factors, it is my RECOMMENDATION that the City not proceed with the leasing of Enclave 3 to United Properties Ltd.

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In view of the principal objectives to be achieved in the Champlain Heights development, the Project Manager RECOMMENDS:

THAT Council accept the offer from United Properties Limited to lease Enclave 3 on a ninety-nine (99) year prepaid lease for the sum of five hundred and sixteen thousand dollars (\$516,000). "

In view of the widely conflicting views of the Director of Finance and the Development Consultant, the City Manager submits the decision on accepting the offer from United Properties for Council's CONSIDERATION. What is at stake is not merely Enclave 3, but the whole City strategy for dealing with market housing in Champlain Heights. Council should decide between:

- A) Accepting the offer on Enclave 3 and continuing to seek offers, from time to time, for other market enclaves at reasonable market prices of the day; or
- B) Decline the offer on Enclave 3 and defer action on all other market enclaves until there is again a strong market for housing and for land.

MANAGER'S REPORT

July 27, 1977

TO: Vancouver City Council

SUBJECT: Acquisition of Lot F, Block 279, District Lot 526. (2005 Cambie Street)

CLASSIFICATION: RECOMMENDATION

The Supervisor of Properties reports as follows:

"City Council at an IN CAMERA meeting on June 14, 1977 authorized the Supervisor of Properties to negotiate the acquisition of Lot F, Block 279, District Lot 526, also known as 2005 Cambie Street which the City Engineer has stated is of prime importance to any future alterations or replacement of the Cambie Street Bridge.

The property is improved with two buildings. The first of which is a two storey frame building of 2240 sq.ft. on each floor, containing office and retail display space. The second building is a one storey metal clad building of 5100 sq.ft. used for light manufacturing and storage. In addition, there is a black top area of approximately 12,000 sq.ft. formerly used for a gas station and a car washing facility, however, both these operations have been in-operative for many months.

The property was initially offered for sale at \$650,000., however, after negotiations with the owner, they have agreed to a total price of \$515,000. and in addition are willing to lease-back the property from the City on the following basis:

1. Lease Term: 5 years, beginning September 1, 1977
2. Annual Rental: \$35,000. per year payable at \$2,916.66 per month plus annual property taxes as if levied.
3. Equipment: Vendor has the right to remove bridge crane and also car washing equipment during, or at the end of the lease term.
4. Adjustment date: August 31, 1977

It is recommended that property be purchased for the sum of \$515,000.00 chargeable to the "Land Purchase Fund for Civic Uses", and also that it be leased back to the present owners on the above stated terms and conditions with a lease drawn to the satisfaction of the Director of Legal Services and the Supervisor of Properties.

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved, noting that the return on the City's investment is rather modest but that the purchase protects the City's future needs.

FOR COUNCIL ACTION SEE PAGE(S) 648

D 674

MANAGER'S REPORT

July 27, 1977.

TO: Vancouver City Council

SUBJECT: Federal Employment Program - Canada Works, 1977-78

CLASSIFICATION: CONSIDERATION AND RECOMMENDATION

The City Engineer reports as follows:

"The Government of Canada has released details of the second phase of its Canada Works program. Canada Works Phase II (Fall 1977) is the same basic program as Phase I, that being the provision of Federal funding to utilize the skills of the unemployed in jobs which are over and above those that would normally exist in the community.

An approved project must start between October 31, 1977 and February 6, 1978, and finish within 52 weeks of the start date in the agreement; a project will ordinarily operate for a minimum length of 13 weeks and must provide for a minimum of 3 continuing jobs. Phase II applications must be post-marked on or before August 26, 1977. The next phase of the program, Phase III will be for projects to commence work on or after April 3, 1978; the closing date for these latter applications will be January 28, 1978.

Cost Sharing

The Federal contributions (per man-week) are:-

- to wages of one project manager; up to \$180/man-week.
- to wages of other workers, up to \$138/man-week.
- to Fringe Benefits, Material, Equipment, etc. up to \$30/man-week.

Using the 1977 base union rates for 'other workers' and assuming materials, etc. costs are within the Federal amount, the City's share of the costs would be about:-

'Inside' workers (V.M.R.E.U.) 11%
'Outside' workers (C.U.P.E. Local 1004) 42%

Note: Wages above base rates, materials, equipment, etc. beyond the Federal amount, or any wage increase in 1978 would increase the City's share.

Timing and Procedure

Applications for Phase II of Canada Works are due August 26, 1977. Indications at the time of writing are that several departments will be advancing proposals for this program. A preliminary tabulation will be available when Council deals with this project.

If Council decides that the City will participate, it is suggested that the Standing Committee on Finance and Administration be authorized to review proposals in the weeks of 8-19 August, and to approve submission of applications to Canada Manpower.

It is suggested that Council may, for the guidance of the Committee, establish a maximum City's cost.

Director of Finance Comments

The Director of Finance submits the following information for Council's consideration in determining the amount of participation in Phase II of Canada Works:

- A) The 1977 portions of the program will be funded out of the 1977 Revenue Budget. There is approximately \$100,000 set aside in contingency reserve for this program. City Council may however, have other priorities for these funds.

Cont'd...

B) The following summary shows the City's expenditure from the Reserve Budget on various projects for 1975 and 1976 and commitments to date for 1977:

	<u>1975</u>	<u>1976</u>	<u>1977</u>
1974/1975 L.I.P.	\$ 165,030		
1975/1976 L.I.P.	21,217	193,125	
1976/1977 L.I.P.		32,000	221,630
1975 Swim Project	54,091		
1976 Student Summer Program		40,363	
1977 PYEP			26,370
1977 Young Canada Works			82,000
1977/1978 Canada Works Phase I			87,000
	<u>\$ 240,338</u>	<u>\$ 265,488</u>	<u>\$ 417,000</u>

City Council has approved approximately \$420,000 in 1977 Revenue Budget Funds to date for participation in various Senior Government Employment projects which is far in excess of previous years' levels of participation. This is prior to any further approvals for Phase II of Canada Works.

Consideration and Recommendation

The City Engineer submits the following items for Council's CONSIDERATION:

- a. The question of whether the City will participate financially in Canada Works Phase II 1977-78. (It should be noted that some projects involve no City costs.)
- b. If the City is to participate, the setting of a maximum City's cost.

The City Engineer RECOMMENDS that:

- c. If the City is to participate, the Standing Committee on Finance and Administration be authorized to select the proposals to be submitted to Canada Manpower and to establish priorities among the projects.
- d. The City Engineer or his representative be authorized to sign the application forms and the agreement on behalf of the City and to make minor adjustments where required."

The City Manager submits the matter of the City's participation in this program for the CONSIDERATION of Council.

If Council decides that the City will participate, the City Manager RECOMMENDS that the recommendations of the City Engineer be approved.

FOR COUNCIL ACTION SEE PAGE(S) 648

REPORT TO COUNCIL
STANDING COMMITTEE OF COUNCIL
ON COMMUNITY SERVICES

I

JULY 28, 1977

A meeting of the Standing Committee of Council on Community Services was held on Thursday, July 28, 1977, in Committee Room No. 1, Third Floor, City Hall, at approximately 1:30 P.M.

PRESENT: Alderman Rankin, Chairman
 Alderman Bellamy
 Alderman Gerard
 Alderman Marzari

ABSENT: Alderman Ford (Civic Business)

COMMITTEE CLERK: H. Dickson

Adoption of Minutes

The Minutes of the Community Services Committee meeting of July 14, 1977, were adopted as circulated.

INFORMATION

1. Sale of Surplus City Furniture and Equipment -
 Mental Patients Association

Under procedures approved by City Council on April 23, 1974, the Committee has authority to approve the sale of surplus City furniture and equipment with an auction value over \$300.00 to non-profit organizations for a nominal sum (\$10 or 10% of auction value, whichever is greater).

The Committee had before it for consideration a form (copy circulated) in which the Director of Social Planning recommended the Committee approve the sale of surplus City furniture and equipment valued at \$1,040.00 to the Mental Patients Association for \$111.28.

Following discussion, it was

RESOLVED

THAT the request of the Mental Patients Association for surplus City furniture and equipment valued at \$1,040.00 be approved and the furniture and equipment be sold to the organization for \$111.28.

RECOMMENDATION

2. Ray-Cam Co-operative Centre Budget - CAP Cost Sharing

The Committee had before it for information a Manager's Report dated July 15, 1977 (copy circulated) which was prepared in response to a letter dated July 5, 1977 (copy circulated) from the Ray-Cam Co-operative Centre.

The Ray-Cam letter indicated that a document issued by the Department of National Health and Welfare titled "Canada Assistance Plan, Notes on Welfare Services" contains information which would allow Ray-Cam to obtain Canada Assistance Plan (CAP) cost sharing.

Continued

Clause No. 2 Continued

In the Manager's Report, the Director of Social Planning advised that the distinction between social/recreational/educational/health, etc. programs is very fine and that some agencies are borderline cases for Canada Assistance Plan budget sharing.

The Director of Social Planning, in the report, also noted that his department presented a test case to Victoria recently which has been forwarded to Ottawa for review and that this test case which involves recreation programming will have a direct bearing on similar applications, including Ray-Cam's. The Director of Social Planning stated in the report that until a decision is reached on this test case, it would be unwise to submit another borderline application.

Following brief discussion, it was

RECOMMENDED

THAT the Manager's Report dated July 15, 1977, be received.

3. Liquor Permit Applications Procedure

The Committee had before it for information a Manager's Report dated July 20, 1977 (copy circulated) in which the Director of Planning reported on procedures for licensing of cabarets, neighbourhood public houses and stadiums and concert halls and that liquor licenses for these facilities require Municipal approval.

The report explained that Municipal approval is obtained through the Development Permit process and that a resolution of City Council dated March 11, 1975, when dealing with a liquor license for an accessory lounge of the restaurant at 1277-79 Howe Street stated "that the Planning Department be authorized to approve similar liquor permit applications which do not involve additions to existing premises".

In the report, the Director of Planning went on to explain the two methods of processing Development Permit Applications for liquor outlets.

During discussion, the Chairman pointed out that on August 4, 1977, the Committee would hold a meeting entirely on the subject of liquor licenses, and following discussion, it was

RECOMMENDED

THAT the City Manager's Report dated July 20, 1977, on Liquor Permit Applications be deferred for further consideration by the Community Services Committee at its meeting on Thursday, August 4, 1977.

4. Consumption of Rubbing Alcohol

The Committee had before it for consideration a letter dated July 18, 1977 (copy circulated) from the Secretary of the Downtown Eastside Residents' Association expressing concern with the amount of Wampole rubbing alcohol apparently being consumed in the Downtown Eastside.

Report to Council
 Standing Committee of Council on Community Services
 July 28, 1977

(I-3)

Clause No. 4 Continued

The letter requested that the Committee instruct City License Inspectors to do a systematic inspection of all stores in the Downtown Eastside area to look for large quantities of vanilla, bay rum and sterno, as well as rubbing alcohol.

The Downtown Eastside Residents' Association's letter had been referred to the Director of Permits & Licenses and inspectors from that department had begun a survey of various stores in the Downtown Eastside. A spokesman from the Permits & Licenses Department advised the Committee that of 18 premises checked, only one store on East Georgia Street had an excess stock of vanilla extract and that this store was ordered to send one case of the material back to the wholesaler.

Distributed to the Committee by the representative of the Permits & Licenses Department was a circular from the Customs and Excise Branch of Revenue Canada, giving Departmental Regulations respecting specially denatured and denatured alcohol (rubbing alcohol). It was noted that in these regulations "a permit holder, which means a dealer, manufacturer, university or person to whom denatured alcohol may be sold, shall maintain a record of the quantity of denatured alcohol received and sold by him" (see attached Departmental Regulations, sub-heading "Records", paragraph 9).

The representative from the Permits & Licenses Department further advised the Committee there are Federal regulations, stating that only twenty-four 16-oz. bottles of rubbing alcohol may be distributed per month to any single outlet, but that in certain cases this amount can be greater (see Section 15 (c)(i) (ii) of the attached Customs and Excise Regulations). Only two stores (Eatons and Woodwards Department Stores) had quantities in excess of twenty-four 16-oz. bottles in stock.

Representatives of D.E.R.A. appeared before the Committee and presented a large plastic garbage bag containing approximately 100 empty 8-oz. bottles of rubbing alcohol which D.E.R.A. members had collected over a period of two days in the area of Oppenheimer Park.

Distributed at the meeting by D.E.R.A. were copies of a letter dated July 28, 1977 (copy circulated) providing further information regarding the regulations on distribution and consumption of Wampole rubbing alcohol.

During discussion, there was some suggestion that the victims of the affliction of consumption of such materials may be obtaining the rubbing alcohol, bay rum, etc. not necessarily from corner grocery stores but from other sources such as bootleggers.

A D.E.R.A. representative told the Committee they have "hearsay" information of a non-commercial address where a person can purchase rubbing alcohol.

The spokesman from the Permits & Licenses Department replied that his department does not have the right to conduct a search of residences.

The Chairman advised that he would undertake to discuss this matter with the Police Department which could enter the premise with a search warrant.

Continued

Clause No. 4 Continued

Following discussion, it was

RECOMMENDED

- A. THAT City Council write to Wampole Limited advising Wampole that the City has a problem of excessive consumption of Wampole's rubbing alcohol and that the City request Wampole to forward to the City a complete list of the names, addresses and amounts of denatured alcohol, and specially denatured alcohol that Wampole Limited has distributed during the past year as provided for in the sub-section "Records" of the Denatured Alcohol Regulations.
- B. THAT City Council write to the Customs and Excise Branch of Revenue Canada pointing out that The Denatured Alcohol regulations require permit holders to maintain a record of the quantity received and sold by him and that the Branch be requested to record all sales of specially denatured and denatured alcohol, to dealers, manufacturers, wholesalers, universities and that these records be made available to appropriate City of Vancouver authorities.

5. The 44 - Operation and Management

The Committee had before it for consideration a Manager's Report dated July 22, 1977 (copy circulated) in which the Director of Permits & Licenses reported on the operation and management of The 44.

A representative of the Social Planning Department and the manager of The 44 appeared before the Committee on this matter and it was noted during brief discussion that The 44 has been highly successful; that its facilities are used by a large number of persons daily.

Following discussion, it was

RECOMMENDED

- A. THAT the operation and management of The 44 continue under the auspices of the Social Planning Department but that this be reviewed if, and when, the City assumes ownership and responsibility for management of the New Central Hotel, in which building The 44 is located.
- B. THAT the Manager's position at The 44 be established as a permanent City position, subject to the continuation of 50% cost-sharing with the Provincial Government.

The meeting adjourned at approximately 2:25 P.M.

FOR COUNCIL ACTION SEE PAGE(S) 648

II

REPORT TO COUNCILSTANDING COMMITTEE OF COUNCIL
ON TRANSPORTATION

July 28, 1977

A meeting of the Standing Committee of Council on Transportation was held on Thursday, July 28, 1977, in the No. 1 Committee Room, third floor, City Hall at approximately 3:30 p.m.

PRESENT: Alderman Kennedy (Chairman)
Alderman Bellamy
Alderman Rankin

ABSENT: Alderman Ford (Civic Business)
Alderman Harcourt (Leave of Absence)

CLERK: E. Bowie

The Minutes of the meeting of July 14, 1977, were adopted.

RECOMMENDATIONS

1. Transit Service for Pacific
National Exhibition

The Committee had for consideration a Manager's report dated July 20, 1977, (copy circulated), in which the City Engineer reports on transit service for the 1977 P.N.E.

A. Park 'n' Ride Bus Service
during P.N.E.

In 1976, a Park 'n' Ride service to the P.N.E. grounds on Saturdays, Sundays and Holidays was operated during the Exhibition with surface parking at the B.C.I.T. parking lot in Burnaby. The frequency of service varied but generally operated on five to ten minute intervals. B.C. Hydro will continue this park 'n' ride service during the Exhibition this year from August 20th to September 5th inclusive on the same Saturday, Sunday and Holiday basis as last year.

The routing will be as follows:

INBOUND: from B.C.I.T. via Highway #1, First Avenue,
Renfrew, Lot #1 on P.N.E. grounds

OUTBOUND: from Lot #1 to Renfrew, First Avenue,
Highway #1, B.C.I.T.

B. Revised Routings and Additional Off-Street
Bus Terminus for Special Buses during
P.N.E.

During the 1977 Exhibition, the B.C. Hydro, P.N.E. and the City Engineering Department will be experimenting with two new methods which should further improve the transit service and relieve some of the problems caused by buses parking on Hastings Street:

- (a) re-routing two P.N.E. specials (from Downtown Vancouver and North Shore) to take advantage of less congested streets presently designated as transit routes, such as Nanaimo, McGill and Renfrew Streets, rather than previously used congested portions of Cassiar and Hastings Streets (see attached Plan B).

cont'd....

Report of Standing Committee on
Transportation, July 28, 1977 2

Clause No. 1 continued

- (b) Create an off-street bus terminus within the P.N.E. grounds (Lot #1) on the east side of Renfrew north of Pandora Street in addition to the Coliseum Loop which in past years operated as the only off-street bus terminus during the P.N.E.

RECOMMENDED

THAT the report of the City Manager dated July 20, 1977, with regard to transit service to the P.N.E. be received for information.

2. Joyce Transit Loop

The Committee had for consideration a Manager's report dated July 19, 1977, (copy circulated), in which the City Engineer reports on numerous complaints received in regard to the present situation at the Joyce Transit Loop. Letters from 13 individuals, 6 community groups and a petition bearing approximately 1,300 signatures are on file in the City Clerk's Office.

Mr. Vic Sharman, Mr. Harry Lyon and Mr. Dave Walker from B.C. Hydro were present at this meeting. Also present was Mrs. Nellie MacKenzie, President of the Collingwood Centre for Seniors and a member of Senior Citizens Branch No. 36 and Mr. Nathan Davidowicz, representing the Killarney/Champlain Citizens for Action.

Mr. R.C. Ross, Traffic Division, with the aid of maps, reviewed the Manager's report wherein the City Engineer advised that in October, 1976, the 41st Avenue service was extended to Burnaby using both diesel and trolley buses. An extra lane was required in the Joyce Loop for diesel buses to bypass trolleys during their 'recovery time', and, therefore the #27 Rupert service was removed from the Loop. Rupert passengers are now required to transfer on-street. The majority of complaints received from senior citizens contended this arrangement created considerable inconvenience, particularly in the night time hours and inclement weather, and created a hazard in crossing Joyce Street to reboard buses in the Loop.

The City Engineer, with the concurrence of B.C. Hydro, recommended:

- (1) No changes be made to the existing transit arrangement in Joyce Loop until after B.C. Hydro through-routes two services to Burnaby. At that time, the #27 Rupert service can assume its pre-October 1976 operation within the Loop. B.C. Hydro can be requested to expedite the through-routing of the above-mentioned services to Burnaby.
- (2) Return #27 Rupert back into Joyce Loop. If this option is selected, then #28 Smith service should be displaced from the Loop and Council approval for the following will be required:
 - (i) A bus stop on the south side of Joyce Street at School Avenue
 - (ii) The expenditure of about \$2,000 for the construction of a bus pad and curb at this location from Street Flare and Minor Widening Account #148/7801.

Mr. Sharman addressed the Committee on long term solutions and referred to changes in the transit system connected with the G.V.R.D.'s Burnaby Metrotown concept. B.C. Hydro felt by extending the transit grid patterns and through-routing service, the present transit system can be improved within 18 to 24 months to meet regional requirements. It was proposed to through-route two services to Burnaby followed by a revision of existing routes

cont'd....

Clause No. 2 continued

using Joyce Loop in a grid system to meet the needs of Champlain Heights, Killarney and the surrounding areas. Discussions were continuing with Burnaby and the G.V.R.D. on a site for the new Burnaby Metrotown transit terminal.

Mrs. McKenzie expressed concern regarding the safety of elderly passengers debarking northbound buses and crossing that portion of Joyce Street from the bus stop on the traffic island to the Loop.

In a communication dated July 27, 1977, Jim Duvall, President, Killarney-Champlain Citizens for Action, submitted the following observations:

- " We would like to state our support for the following modified option (2) that was given on page 4 of the Manager's Report.
- (i) Return # 27 Rupert bus back into Joyce Loop for both southbound and northbound trips.
 - (ii) Displace the # 28 Smith bus from Joyce Loop during the daytime on weekdays. (There is enough space for the Smith bus on evenings on weekdays and all day Saturday and Sunday inside the Joyce Loop.)
 - (iii) (a) A bus zone be approved for the # 28 Smith bus for use during the daytime on weekdays at the 42 feet long taxi zone - the space between the Joyce Loop entrance and exit. (The minimum requirement for a bus zone beside sidewalk crossings is 10 feet over the length of the bus, and in this case the Smith bus is only 35 feet long so the required length should be 45 feet. However acceptance of a bus stop that is 3 feet too short seems less dangerous than the present situation wherein the # 27 Rupert bus stop is in front of a senior citizen facility and on a traffic island. We would like to point out that the Smith bus average recovery time is only 5 minutes and this might be reduced by 2 minutes due to new longer routing around the Burnaby General Hospital to be discussed by the GVRD Transportation Committee on July 28, 1977.)
 - (iii) (b) If the 42 feet long taxi zone is tried but found dangerous, we recommend that the Smith bus stop as close as possible to Joyce Loop on the east side of Joyce Street south of the entrance to Joyce Loop and thus the passengers won't have to cross roads in order to reach the traffic island.
 - (iv) That the present two bus shelters on Joyce Street where the Rupert bus stops be transferred to Rupert Street and 41st Avenue southbound and Kerr Street and 49th Avenue northbound. "

The Committee discussed the following three options submitted by the Engineering Department and B.C. Hydro in the Manager's report as possible short term solutions to this problem:

- (a) Return #27 Rupert to the pre-October 1976 arrangement
- (b) Relocate northbound #27 Rupert Bus Stop on 41st Avenue at Joyce Street (on traffic island) to the space between the Joyce Loop crossings (Appendix II)
- (c) No changes - retain existing transit arrangement.

It was pointed out the Joyce Loop and nearby intersections of 41st Avenue and Kingsway were major transfer points for passengers using Vancouver and Burnaby transit services, and that if bus shelters were provided on the north side of 41st Avenue at School Avenue and on the south side of Kingsway west of Joyce Street, it would encourage bus passengers who transfer at these locations to wait in the shelters for their connections and thus eliminate the necessity for crossing the street to the Joyce Loop.

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Clause No. 2 continued

After further discussion, it was

RECOMMENDED

THAT approval be given for the installation of bus
shelters at the following locations:

- (a) north side of 41st Avenue at School Avenue
- (b) south side of Kingsway west of Joyce Street.

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The meeting adjourned at approximately 4:15 p.m.

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FOR COUNCIL ACTION SEE PAGE(S) 643 & 649

SPECIAL JOINT MEETING
OF
VANCOUVER AND RICHMOND COUNCILS



July 28, 1977

A Special Joint Meeting of Vancouver and Richmond Councils was held on Thursday, July 28, 1977, at 11:00 a.m. in the No. 3 Committee Room, Third Floor, City Hall, Vancouver.

<p>PRESENT: <u>Vancouver City Council</u></p> <p>Mayor Volrich Alderman D. Bellamy Alderman M. Brown Alderman M. Ford Alderman W. Gibson Alderman W. Kennedy Alderman H. Rankin</p>	<p><u>Township of Richmond</u></p> <p>Mayor Blair Alderman K. Kumagai Alderman I. Vennard Alderman J.R. Williams</p>
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CLERK TO THE SPECIAL JOINT MEETING: J. Thomas

Arthur Laing Bridge

On May 31, 1977, Vancouver and Richmond Councils met to discuss Richmond's proposal that consideration be given to the opening of the Arthur Laing Bridge to commuter traffic. At that meeting Richmond took the position that access ramps be constructed and the bridge opened to unrestricted traffic use; however, the Vancouver representatives did not concur, maintaining the south Granville corridor was already operating at capacity and could not handle the heavy traffic volumes that would be generated by a full scale opening. It was suggested limited use by Vancouver/Richmond buses might offer one solution and the meeting this day was convened to discuss with Provincial Government and B.C. Hydro officials the implications of such a proposal.

Those present included Mr. E.B. Wilkins, Executive Director of Planning, Ministry of Highways; Mr. V. Sharman, Manager, Planning and Scheduling, Mr. H. Lyon, Manager, Research and Planning, and Mr. B. Sandford, Superintendent, Planning, all of B.C. Hydro.

Mr. Sharman addressed the meeting and reviewed a brief (circulated) prepared by Hydro's Research and Planning Group on the potential transit use of the Arthur Laing Bridge.

The brief pointed out there had been repeated agitation from a number of sources to alter the ramp structure of the bridge since its construction as an airport access facility in 1975. The present ramp construction did not permit the movement of vehicles between Vancouver and the principal population centre of Richmond except through the use of a circuitous diversion nearly a mile west of the bridge and therefore it had been proposed more direct access be permitted. Proposals for structural modification of the bridge ramps extended from modest changes which would allow a limited number of buses to use the bridge, to full completion of the originally planned ramps with unrestricted automobile access.

The brief did not take into account costs of structural changes, this being an area beyond Hydro's jurisdiction, but analyzed transit proposals and examined specifically the options related to transit usage of any access ramps. Study observations were conducted in the following areas: time saving, reliability, Surrey-Delta-White Rock, and Richmond routes, transfer considerations at Marpole and Richmond, the Sexsmith Park-Ride facility, provision of service on Garden City Way, and projection of future requirements.

Cont'd . . .

Special Joint Meeting of
Vancouver and Richmond Councils

July 28, 1977 III - 2

Arthur Laing Bridge (Cont'd)

Conclusions were summarized as follows:

1. Use of Laing Bridge by Richmond buses would result in an immediate reduction for transit trips between Vancouver and Richmond of two to three minutes.
2. Use of Laing Bridge by Massey Tunnel buses would not result in any immediate reduction in transit trip time for these services.
3. A prime factor influencing the choice of alternate routings is the local travel pattern within the Municipality of Richmond.
4. Existing connections, service levels to the Sexsmith Park-Ride lot and service levels on Garden City Way may be adversely impacted by a revision to the Richmond routes.

During discussion reference was made to Pages 4, 5, and 6 of the brief dealing with the possible rerouting of Richmond buses over the Laing Bridge. It was stated, assuming buses primarily from the west and Lulu Island were diverted, volumes could be expected to approximate 20 buses to Vancouver peak hour, six base hour, and ten base hour local service. With the addition of the Garden City service to downtown Vancouver (rush hours only) the hourly bus volumes would be 24 peak and six base to Vancouver and twelve base local service.

It was also suggested costs of minimal changes to the ramp structure would be approximately \$1 million.

Mr. W.G. Curtis, City Engineer, reiterated Vancouver's position concerning the south Granville corridor and the need for a reliable access route to the airport.

Mayor Blair referred to suggestions such as opening the Arbutus right-of-way as an airport access link or use of an Aerobus transit system as long-range solutions offering no remedy to Richmond which was choking on traffic. Industrial growth was increasing in his municipality and it was inconceivable that the Laing Bridge should not be completed to its final design and opened to unrestricted use as soon as possible.

Pointing out the G.V.R.D. and the Provincial Government shared Vancouver's view that the bridge remain primarily an airport access route, Mayor Volrich suggested, and it was agreed, the matter be referred to the Standing Committee on Transportation for further consideration in consultation with B.C. Hydro and report back to Vancouver City Council.

The meeting adjourned at approximately 12:00 noon.

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FOR COUNCIL ACTION SEE PAGE(S) 649